

APPENDIX C

SUMMARY OF THE EXISTING ZONING DISTRICT REGULATIONS

This is a summary of the existing Zoning Districts in the City of Brooklyn's Planning and Zoning Code. The districts included in this summary are listed below. The Permitted uses and development standards by zoning district.

Residential Districts

SF-DH Single Family Dwelling House District
D-H Dwelling House District
A-H Apartment House District
MF-PD Multi-Family Planned Development District

Commercial Districts

R-B Retail Business District
G-B General Business District

Industrial Districts

L-I Limited Industrial District
G-I General Industrial District

TABLE C-1
PERMITTED USES IN RESIDENTIAL DISTRICTS

	SF-DH Single-Family Dwelling House District	D-H Dwelling House District	A-H Apartment House District	MF-PD Multi-Family Planned Development District
Residential				
1. Single family dwellings	P	P	P	P
2. Two-Family Dwelling		P	P	P
3. Duplex Dwelling		P	P	P
4. Apartments			P	P
Community Facilities				
1. (Local) public safety facilities	C	C	C	C
2. Religious Facilities	C	C	C	C
3. Schools	C	C	C	C
4. Public libraries and museums	C	C	C	C
5. Hospitals other than for the care of the insane or feeble minded	C	C	C	C
Open Space, Recreation, Other				
1. Parks and playgrounds	C	C	C	C
2. Municipal recreation facilities	C	C	C	C
Accessory Uses				
1. Home occupations	A	A	A	A
2. Accessory buildings, such as garages, storage buildings	A	A	A	A
3. Community center buildings			A	A

Notes to Table:

- P Principal use permitted by right.
- C Conditional use
- Use not permitted in district.
- A Accessory use

TABLE C-2
SUMMARY OF DEVELOPMENT STANDARDS IN RESIDENTIAL DISTRICTS

	SF-DH Single-Family Dwelling House District	D-H Dwelling House District	A-H Apartment House District	MF-PD Multi-Family Planned Development District
Lot Requirements				
1. Minimum development area				5 acres
2. Minimum lot size per dwelling unit				
• Single-Family Residential Dwellings	10,000 sq. ft	6,000 sq. ft	6,000 sq. ft	
• Two-Family and Duplex Dwellings		3,000 sq. ft	3,000 sq. ft	
• Apartment House			6 units/6,000 sq ft	
• All other uses permitted	1 acre, except hospitals, which require 2 acres			
3. Minimum lot frontage	--	--	--	100 ft
4. Minimum lot width (at front yard setback)	75 ft	65 ft	65 ft	--
5. Max lot coverage (principal bldgs only)	25%	25%	25%	25%
6. Maximum density				8 du/acre(a)
Yard Requirements/ Building Spacing				
1. Minimum front yard	40 ft	35 ft	20 ft	50 ft
2. Minimum side yard				
• Minimum of any side yard	5 ft	3 ft	5 ft	30 ft
• Sum of both	15 ft	11 ft	11 ft	
3. Minimum rear yard	35 ft	30 ft	30 ft (b)	30 ft
4. Corner lot requirement – width of side yard adjacent to street	25 ft	5 ft	5 ft	
5. Screening requirements			5 ft Required between an apartment and SF-DH and DH Districts	
Maximum Height Requirements				
1. Height of Principal Buildings	35 ft	35 ft	100 ft	30 ft
2. Height of Accessory Buildings	15 ft	15 ft	15 ft	
Dwelling Unit Requirements (Minimum living area)	Not based on zoning district			
1. Single-family dwellings	Between 820 sq ft and 1,050 sq ft			

	SF-DH Single-Family Dwelling House District	D-H Dwelling House District	A-H Apartment House District	MF-PD Multi-Family Planned Development District
2. Two-family dwellings	2,250 sq ft (min first floor = 750 sq ft)			
3. Duplex	3,000 sq ft (min first floor = 1,500 sq ft)			
4. Apartment Unit	700 sq ft plus 100 sq ft for each additional bedroom			
Required common open space	--	--	--	750 sq ft per unit

Notes:

- (a) Bonus Density: requires project area of more than 10 acres, - up to 10 units per acre.
 1 additional unit per acre if all exterior walls are brick or stone
 1 additional unit per acre if garages are located so as not to increase the lot coverage – i.e. underground or on the first floor of the unit.
- (b) plus 1 ft for every 1 ft of building height greater than 30 feet.

TABLE C-3
PERMITTED USES IN COMMERCIAL DISTRICTS

<u>Permitted Uses</u>	<u>R-B Retail Business District</u>	<u>G-B General Business District</u>
Office/Professional/Medical		
1. Financial establishment without drive-thru facilities; offices, including medical clinics; studios	P	P
2. Wholesale sales offices, sample rooms, display rooms		P
3. Mortuaries; funeral homes	C	P
4. Hospitals, Urgent care clinics	C	P
5. Nursing homes; intermediate and long-term care facilities	C	P
Retail/Service		
1. Retail stores, such as grocery hardware and appliance, clothing and variety stores, unless otherwise specified below	P	P
2. Restaurants without drive-thru facilities	P	P
3. Drive-thru facilities	C	P
4. Night clubs, taverns	C	C
5. Barber shop; shoe repair	P	P
6. Dry cleaning, laundry counter outlets, self-service laundry	P	P
7. Carpet cleaning		P
8. Retail greenhouses, including outdoor storage		P
9. Produce markets	C	C
10. Custom arts and crafts, such as cabinetry		P
11. Monument sales		P
12. Hotels, motels	C	P
13. Bus station	C	P
14. Adult entertainment establishments	C	C
Automotive		
1. Gasoline stations	C	P
2. Auto service garages	C	P
3. Car washes	C	P
4. Automobile sales, new, or new and used	C	P
5. Truck, recreational vehicle, boat sales/rental		C
6. Parking garage	C	C

<u>Permitted Uses</u>	<u>R-B Retail Business District</u>	<u>G-B General Business District</u>
Commercial Entertainment/Recreation		
1. Theaters, indoor movie theaters, bowling alleys, skating rinks, dance halls, club rooms	C	P
2. Drive-in theaters		P
3. Assembly/meeting halls for fraternal organizations etc.	?	?
General Commercial		
1. Publishing and printing		P
2. Wholesale business with warehousing facilities		C
3. Steam laundries (no internal combustion engine)		P
4. Ice delivery stations		P
5. Utility substations	C	C
Institutional		
1. Schools,	C	C
2. Religious facilities	C	C
3. Public libraries, museums	C	C
4. Public administrative offices	P	P
5. Municipal recreation buildings	C	C
6. Parks, playgrounds	C	C
7. Public safety facilities	C	C
8. Public service and maintenance facilities	C	C
P = Permitted use. C = Conditional use.		

TABLE C-4
PERMITTED USES IN INDUSTRIAL DISTRICTS

<u>Permitted Uses</u>	<u>L-I Limited Industrial District</u> ^(a)	<u>G-I General Industrial District</u>
Office/Professional/Service/ Medical		
1. Administrative, professional, executive, financial, accounting, clerical, and other similar offices	P	P
2. Laboratories for research, design and experimental production and testing of goods, supplies, etc	P	P
General Commercial/ Storage/ Distribution		
1. Printing, publishing and allied industries	P	P
2. Commercial storage of goods, supplies or equipment, warehousing, and wholesale marketing and distribution of such goods, supplies or equipment	P	P
3. Outdoor bulk storage of items to be used on the premises	C	P
4. Warehousing, including open storage building materials, contractors' equipment of and other goods		P
5. Truck terminals		P
6. Commercial establishments primarily serving industrial employees	C	C
7. Equipment or vehicle repair shop		P
Manufacturing/Industrial		
1. Light manufacturing, compounding, processing, assembling and packaging	P	P
2. Any lawful manufacturing use not prohibited in Section 1125.02(d)		P
Other		
1. Public service and maintenance facilities		P
2. Public safety facilities	P	P
3. Public and private recreational facilities	C	C
^(a) In a L-I District, all principal uses shall be carried on wholly within enclosed buildings. P = Principal use. C = Conditional use.		

TABLE C-5
SUMMARY OF DEVELOPMENT STANDARDS FOR COMMERCIAL And
INDUSTRIAL DISTRICTS

	R-B and G-B Business Districts	L-I and G-I Industrial Districts
Lot Requirements		
1. Minimum lot size	20,000 sq ft	1 acre
2. Minimum lot width and frontage	100 feet	125 feet
3. Maximum lot coverage (principal bldg only)	25 %	25 %
Yard Requirements		
1. Minimum front yard	30 feet	50 feet
2. Yards when Adjacent to Nonresidential District		
• Minimum rear yard	25 feet	20 feet
• Minimum side yard	10 feet	20 feet
3. Yards when Adjacent to Residential District		
• Minimum rear yard	40 feet	40 feet
• Minimum side yard	30 feet	40 feet
Parking Setback		
1. Minimum front yard	20 feet	20 feet
2. Yards when Adjacent to Nonresidential District		
• Minimum rear yard	5 feet	10 feet
• Minimum side yard	5 feet	10 feet
3. Yards when Adjacent to Residential District		
• Minimum rear yard	15 feet	20 feet
• Minimum side yard	15 feet	20 feet
Maximum Building Height		
1. Principal building	52 feet	42 feet
2. Accessory building	20 feet	
Screening Requirements Required when abutting a Residential District	10 ft wide planting strip or solid barrier NLT 4 ft tall	10 ft wide planting strip or solid barrier NLT 5 ft tall
Required Landscaping	Min 5% of parking lot area devoted to landscaped island for lots with >30 spaces	

APPENDIX D

"FRIENDS OF BIG CREEK" GROUP

Big Creek, in northeast Ohio, is the third largest tributary (of 12) of the Lower Cuyahoga River draining 39 square miles. Big Creek traverses 12-miles through seven municipalities (Cleveland, Brooklyn, Linndale, Parma, Parma Heights, Brook Park, and North Royalton) and is the most severely urbanized watershed of the Cuyahoga. Big Creek enters the Cuyahoga River at a point 7.4 miles above the mouth of the Cuyahoga in Cleveland at Lake Erie. In 2005, a grass roots organization called "Friends of Big Creek" was formed to begin a concerted effort to preserve, conserve and enhance the quality and character of Big Creek.

History of the Friends of Big Creek (FOBC) is a group led by citizens concerned about the environmental conditions and potential expanded recreational and economic opportunities and public access along Big Creek. In November of 2004 an effort was under way to form such a group. The Lower Big Creek Study was well underway, but a focused community support group seemed to be the missing key. The Ohio EPA and the Cuyahoga River Remedial Action Plan (RAP) were supporting the creation of Cuyahoga River tributary watershed groups. Big Creek was the most significantly impacted, with 52% of its surface being impervious. In March 2005, local, county, and regional citizens, public officials, agency and non-profit representatives including former Councilwoman Merle Gordon and former OBCDC Director and current Councilman Brian Cummins met to discuss a strategy for building a sustainable Big Creek support group.

Numerous meetings were held in 2005 with topics about the current Big Creek environment and the restoration and greenway initiatives underway. Several hikes along Big Creek have been held throughout the 2005 summer and fall exploring the Big Creek corridor. The group is supporting the current planning underway to connect the Towpath Trail to the Cleveland Metroparks Zoo and is now leading the effort in gaining easements and preserving greenspace through the City of Brooklyn as an effort to realize the century-old vision of a continuous trail/greenway along Big Creek from the Zoo westward to Brookpark Road. The group's stated mission is to conserve, improve and enhance the natural, recreational and economic resources of Big Creek and its watershed.

Led by Brooklyn Centre resident and former Cleveland Waterfront Coalition President, Bob Gardin, the group reached the consensus that a community-led effort was the most important element needed to achieve that goal. A larger watershed stewardship role and the revival of the County's Big Creek Greenway vision from Brookside Park to Brookpark Road were also cited as key objectives for a unified and sustainable group. In April 2005, a community meeting seeking public input towards shaping the group's vision and mission was held, and by May individuals volunteering for a Steering Committee were identified. Today this Committee totals 15 dedicated individuals with four of them acting as officers.

A 12-member Advisory Committee also exists, providing input and guidance to the group's efforts. Councilman Brian Cummins, as one of the group's founders and current Steering Committee members, will soon be joining Ward 16 Councilman Kevin Kelly as one of the

group's Advisory Committee members. Considering his new capacity as the Ward 15 Councilman, Cummins stated recently that he's "looking forward to championing the efforts of the Friends Group and the Lower Big Creek Study".

The group is now seeking members interested in participating in and organizing hikes and spring clean-up efforts and in collecting and studying environmental and historical data related to Big Creek and its environs. To learn more about the group's efforts and to learn how to become involved or to become a supporting member, visit its website at www.friendsofbigcreek.org or contact its Chair, Bob Gardin at: bgardin@friendsofbigcreek.org 216-661-4998.

Big Creek

Our Mission - Why have we formed The Friends of Big Creek?

To conserve, protect, improve and enhance the natural, historical and recreational resources of Big Creek and its watershed.

Our Vision - What do we want to accomplish?

1. Connect the existing greenways and public amenities such as the Canalway Towpath trail from the Harvard Road Trailhead to the Cleveland Metroparks Zoo/Brookside Park, to the Big Creek Reservation at Memphis Avenue, along the Tiedeman Road area, on to the Big Creek Reservation at Brookpark Road.
2. Improved conditions of Big Creek and the natural environment throughout the watershed.
3. Improved, safe and convenient access to the natural environment throughout the Big Creek watershed.
4. Increased recreational opportunities throughout the Big Creek watershed.
5. Successful promotion of the benefits of a healthy watershed as well as important historical events, structures and sites within the watershed.

Strategy - How will we achieve our vision?

1. Place primary focus on the area of the Lower Big Creek watershed that includes the municipalities of Cleveland and Brooklyn.
2. Maintain and build strong relationships with the communities, governmental agencies, non-profit organizations, schools and businesses within the Big Creek.
3. Focus on the following four organizing categories:
 - A. Accessibility and Connectivity
 - B. Environmental Conditions & Stewardship
 - C. Remediation and Economic Development
 - D. Education & Outreach, History & Placemaking

APPENDIX E

MARKET INVENTORY TABLES

Table E-1: Classification for Retail and Office Businesses

Category	Type Code	Classification	Typical Establishments
(A) Convenience Goods and Services	A1	Supermarkets	Supermarket
	A2	Other Food	Delicatessen; convenient foods; meat, poultry, fish, produce markets; bakers; candy, nut stores; dairy product stores (ice cream); beverage stores, coffee shops, health foods
	A3	Food Service	Restaurants; cafeterias; sandwich shops, donut shops; taverns; liquor; pizza shops
	A4	Drugs	Drug, discount drug stores
	A5	Other Convenience Goods	Hardware, paint, wallpaper stores; garden, flower shops; record, video stores; key, card, gift shops; bookstores; stationary shops; beauty supply stores; cigarettes
	A6	Convenience Services	Beauty, barber shops; watch, shoe repair stores; dry cleaners, laundries, laundromats; photo studios; appliance and household repair; travel agencies; nails, tanning, massage
(B) Shopping Goods and Services	B1	Department Stores	Department stores
	B2	Other General Merchandise	Discount, junior department, thrift and variety stores
	B3	Clothing and Shoes	Men's, ladies', children's wear stores; shoe stores; millinery, fur and bridal shops
	B4	Other Shopping Goods	Yard goods, sporting goods, photo equipment, music stores; jewelry stores; pet shops; toy stores; optical stores' cellular phone stores; art gallery
	B5	Furniture/Home Furnishings	Furniture, appliance, carpeting, radio, TV, stereo stores; kitchen, bath accessories, lamp stores, computer sales and accessories
(C) Automobile Sales, Parts and Service	C1	New Auto Sales	New car dealerships' used car lots directly adjacent to and part of new car dealerships
	C2	Used Auto Sales	Used car lots
	C3	Auto Parts Sales	Auto parts stores tires, batteries and accessories
	C4	Auto Repair	Auto repair garage other than gasoline service stations
	C5	Gas Stations	Gasoline service stations, with or without repair facilities; car washes
	C6	Transportation Service	Taxicab and private transportation service
(D) Commercial Amusements	D1	Enclosed Amusements	Indoor movie theater, auditoriums; bowling alleys; billiard parlors; roller/ice skating rinks; racquet clubs
	D2	Banquet/Social Halls	Dance halls, private; semi-private social halls
	D3	Outdoor Amusements	Miniature golf, drive-in theater, amusement park
(E) Other Retail	E1	Hotels	Hotels, motels, tourist courts
	E2	Funeral Homes	Funeral homes
	E3	Animal Hospitals	Animal hospitals, kennels
	E4	Training Schools	Dance studios, music instruction; beautician, barber schools; fitness studio; martial arts instruction
	E5	Business Services	Photocopying, addressing stores; linen, uniform supply stores; tax preparation services
(F) Vacant	F1	Retail Vacant	Existing Retail Vacant
(G) Office Space	G1	Local Offices	Banks, cash advance locations; legal and medical offices; insurance and real estate offices, other local offices
	G2	Regional and National Offices	Office space used by regional or national offices

Table E-2: Classification for Industrial Businesses

Category	Type Code	Classification	Typical Establishments
(I) Industrial	I1	Heavy Industry	Manufacturing of Chemicals & Allied Products, Petroleum & Coal, Stone, Clay, and Glass Products; Primary Metal Industries, and Fabricated Metal Products
	I2	Light Industry	Manufacturing of Food & Kindred Products, Textile Mills Products, Lumber and Wood Products, Paper & Allied Products, Printing and Publishing, Industrial Machinery and Equipment manufacturers
	I3	Warehouse/Distribution/ Wholesale	Wholesale Trade of Durable and Nondurable Goods, General and Special Warehousing and Storage, Distribution Centers
	I4	Trucking	Trucking and Transportation, Vehicle, Truck & Trailer Repair and Service, Hauling; Truck & Equipment Rental
	I5	Industrial Services/Contractors	General Contractors, Special Trade Contractors including Landscaping, and Delivery Services
(V) Vacant Industrial	V1	Vacant	Existing Industrial Vacant

Table E-3: 2005 Brooklyn Business Inventory

A1 Supermarket

6300	Biddulph Rd	Giant Eagle	80,020
10820	Brookpark Rd	Gordon Food Service	14,200
6775	Memphis Ave	Brookdale Market	3,195
4798	Ridge Rd	TOPS Friendly Market	75,030
5170	Tiedeman Rd	Aldi's	15,120
			<hr/>
			A1 5 187,565

A2 Other Food

6980	Biddulph Rd	Biddulph Plaza Beverage Store	3,170
7480	Brookpark Rd	BA Sweetie Candy Co	3,500
7460	Memphis Ave	Dairy Mart	1,400
8327	Memphis Ave	Quick Shop Food Mart	2,150
4746	Ridge Rd	Starbucks	1,600
4756	Ridge Rd	General Nutrition Center	1,650
4826	Ridge Rd	Cold Stone Creamery	1,285
			<hr/>
			A2 7 14,755

A3 Food Service

6600	Biddulph Rd	Pacers Restaurant	8,780
6850	Biddulph Rd	Kim Wah Restaurant & Lounge	4,430
6900	Biddulph Rd	Picnic's Pub & Grille	2,530
7102	Biddulph Rd	Yesterday's Lounge	3,100
7106	Biddulph Rd	Ponderosa Steak House	8,220
10036	Brookpark Rd	Ice House Tavern & Grille	3,200
10260	Brookpark Rd	Burger King	3,200
10700	Brookpark Rd	McDonalds	5,850
10750	Brookpark Rd	Pizza Hut	2,805
10780	Brookpark Rd	Long John Silvers	2,540
10810	Brookpark Rd	IHOP Restaurant	4,020
10310	Cascade Crossin	Don Pablo's Mexican Kitchen	5,590
10320	Cascade Crossin	TGI Friday's	7,300
10325	Cascade Crossin	Schlotzsky's Deli	3,600
10330	Cascade Crossin	Steak N Shake	3,900
9617	Clinton Rd	The Spotted Dog	10,195
6815	Memphis Ave	McG's Pub & Grub	2,560
7411	Memphis Ave	Marco's Pizza	3,100
7413	Memphis Ave	China House	3,100
8329	Memphis Ave	Little Café	200
8475	Memphis Ave	Aldo's Restaurant	1,100
7325	Northcliff Ave	Super International Buffet	7,820
7341	Northcliff Ave	Texas Roadhouse	50,780
3550	Ridge Rd	Donut Hole	3,200
4218	Ridge Rd	Agostino's Ristorante	7,275
4312	Ridge Rd	Geppetto's Pizza & Ribs	2,400
4738	Ridge Rd	McDonalds	5,065
4740	Ridge Rd	Dunkin Donuts	1,870
4742	Ridge Rd	Boston Market	3,000
4748	Ridge Rd	Quizno's Subs	1,015
4750	Ridge Rd	Mr. Hero	1,600
4752	Ridge Rd	Skyline Chili	2,000
4754	Ridge Rd	Rockne's	7,350

4800	Ridge Rd	Applebee's Neighborhood Grill	5,585
4804	Ridge Rd	Fiesta Taco Mexican Grill	1,820
4824	Ridge Rd	Cici's Pizza	4,500
5160	Ridge Rd	Arby's	3,200
5020	Tiedeman Rd	Max & Erma's	6,360
5030	Tiedeman Rd	Carrabba's Italian Grill	6,695
5090	Tiedeman Rd	Panera Bread	4,900
5100	Tiedeman Rd	Cracker Barrel Old Country Store	9,985
5180	Tiedeman Rd	Perkins Family Restaurant	5,015
			A3 42 230,755

A5 Other Convenience Goods

6300	Biddulph Rd	iggle Video	
6692	Biddulph Rd	Movie Exchange	3,330
6910	Biddulph Rd	Sherwin Williams	4,130
7004	Biddulph Rd	Brooklyn Sports Cards	1,228
10904	Brookpark Rd	Packrats Sportscards	8,840
11240	Brookpark Rd	Sterner Sod Garden Center	5,536
8475	Memphis Ave	Memphis Smoke House	1,100
8519	Memphis Ave	Smokes For Less	2,406
4332	Ridge Rd	Allstar Collectibles	1,200
4744	Ridge Rd	Blockbuster Video	4,650
4772	Ridge Rd	Sally Beauty Supply	1,620
4776	Ridge Rd	Kathy's Hallmark	4,500
4778	Ridge Rd	Bath & Body Works	2,500
4828	Ridge Rd	E B Games	1,790
			A5 14 42,830

A6 Convenience Services

6750	Biddulph Rd	Nail Pros	640
6950	Biddulph Rd	Biddulph Plaza Barber Shop	700
7002	Biddulph Rd	Hair Design Center	1,340
6817	Memphis Ave	Spring Cleaners	2,000
7413	Memphis Ave	Tropical Ray's Tanning	3,100
7467	Memphis Ave	Brooklyn Dry Cleaners	25,500
8475	Memphis Ave	Inge's Styling Salon	1,100
8475	Memphis Ave	Therapeutic Touch	1,100
7313	Northcliff Ave	Great Clips for Hair	1,300
4306	Ridge Rd	Laundromat	2,350
4310	Ridge Rd	Studio Zia Hair & Nail	2,405
4328	Ridge Rd	Rainer's Barber Shop	1,500
4662	Ridge Rd	Q Nails, Hair & Tanning Salon	3,200
4760	Ridge Rd	DryClean USA	800
4786	Ridge Rd	Nail Pros	1,070
			A6 15 48,105

B2 Other General Merchandise

6300	Biddulph Rd	St. Vincent DePaul Thrift Store	41,360
6990	Biddulph Rd	Salvation Army	13,840
10000	Brookpark Rd	Wal-Mart	128,900
10250	Brookpark Rd	Sam's Club	156,000
10800	Brookpark Rd	Home Depot	111,115
7400	Brookpark Rd	Best Buy	45,300
7440	Brookpark Rd	Value World	54,250
7700	Brookpark Rd	Super KMart Center	185,500

4900	Northcliff Ave	Lowe's	169,780	
7359	Northcliff Ave	Marc's	50,780	
4782	Ridge Rd	Dollar Tree	3,125	
		B2	11	959,950
B3 Clothing And Shoes				
4762	Ridge Rd	Dress Barn	3,750	
4780	Ridge Rd	Fashion Bug	8,470	
4784	Ridge Rd	DOTS	3,790	
4790	Ridge Rd	Famous Footwear	5,175	
4794	Ridge Rd	T J Maxx	27,260	
4816	Ridge Rd	Priceless Kids	8,575	
		B3	6	57,020
B4 Other Shopping Goods				
6806	Biddulph Rd	Dollar General	8,088	
7020	Biddulph Rd	Embroidme	1,070	
10830	Brookpark Rd	Flower Factory	75,600	
7317	Northcliff Ave	Radio Shack	1,860	
7349	Northcliff Ave	Circuit City	34,115	
4338	Ridge Rd	Brittany's Golden Dream	1,400	
4666	Ridge Rd	Mr Funs Costumes & Magic Emporium	6,400	
4786	Ridge Rd	Sears Optical	1,410	
4808	Ridge Rd	Aquarium Adventure	8,920	
4830	Ridge Rd	Alltel	2,285	
		B4	10	141,148
B5 Furniture				
7500	Brookpark Rd	Value City Furniture	101,335	
4766	Ridge Rd	Bed Bath & Beyond	26,670	
		B5	2	128,005
C1 New Auto Sales				
8650	Brookpark Rd	Hyndai Truck of Cleveland	14,000	
9600	Brookpark Rd	Westside Automotive Group	52,875	
		C1	2	66,875
C2 Used Auto Sales				
11300	Brookpark Rd	Earls Oldsmobile GMC	33,510	
		C2	1	33,510
C3 Auto Parts Sales				
8550	Brookpark Rd	Napa Auto Parts	14,850	
		C3	1	14,850
C4 Auto Repair				
11320	Brookpark Rd	A-One Auto Repair	15,278	
11444	Brookpark Rd	CycleAnalysis Motorcycle Repair	2,172	
7301	Memphis Ave	Wally's Auto Service	1,305	
4393	Ridge Rd	Zelley's Service Station	875	
5148	Ridge Rd	Speedy Auto Service	3,053	
		C4	5	22,683

C5 Gas Stations

10300	Brookpark Rd	BP Connect	3,215
7700	Brookpark Rd	KExpress	1,800
3580	Ridge Rd	Ridge Road Marathon	540
4295	Tiedeman Rd	Marathon Gas Station	1,215
C5			4
			6,770

C6 Transportation Services

3530	Ridge Rd	ABC Taxi	295
C6			1
			295

D1 Enclosed Amusements

4788	Ridge Rd	General Cinema (AMC) Theaters	32,500
D1			1
			32,500

D2 Social Halls

7460	Brookpark Rd	Brookridge Party Center	50,000
4630	Ridge Rd	Ridge Manor Party Center	21,600
D2			2
			71,600

D3 Outdoor Amusements

10340	Memphis Ave	Memphis Kiddie Park/Miniature Golf	3,820
10543	Memphis Ave	Memphis Drive-In Theater	6,360
D3			2
			10,180

E1 Hotels & Motels

10300	Cascade Crossin	Extended Stay America	47,000
10305	Cascade Crossin	Hampton Inn	50,160
E1			2
			97,160

E4 Training Schools

8720	Brookpark Rd	Total Technical Institute	13,000
7003	Memphis Ave	Curves For Women	5,000
7415	Memphis Ave	Memphis Ridge Music Center	3,100
E4			3
			21,100

E5 Business Services

6750	Biddulph Rd	Priority One Tax Svcs	1,490
4334	Ridge Rd	Modern Business Forms/Wedding Invit	1,200
4758	Ridge Rd	The UPS Store	1,200
4832	Ridge Rd	Kinko's	5,120
E5			4
			9,010

F1 Existing Vacant

7402	Brookpark Rd	Vacant (LaSalle/Home Accents)	60,000
8800	Brookpark Rd	Vacant (Kronheims Furniture Outlet)	45,000
7407	Memphis Ave	Vacant	3,100
8475	Memphis Ave	Vacant	1,100
7305	Northcliff Ave	Vacant (H & R Block)	1,030
7580	Northcliff Ave	Vacant (For Lease)	20,000
4306	Ridge Rd	Vacant (For Lease)	1,175

4324	Ridge Rd	Vacant	1,500
4770	Ridge Rd	Vacant	1,650
4774	Ridge Rd	Vacant (Tan Pro)	2,650
			F1 10 137,205

G1 Local Office

6750	Biddulph Rd	Biddulph Plaza Offices	2,285
6750	Biddulph Rd	Advance America	660
7000	Biddulph Rd	Biddulph License Bureau	2,280
7050	Biddulph Rd	Charter One Bank	5,840
7100	Biddulph Rd	Acceptance Insurance	1,840
7104	Biddulph Rd	Biddulph Plaza Dental Centre	2,800
11360	Brookpark Rd	Big Creek Consulting	
7470	Brookpark Rd	Ace America Cash Express	2,500
7474	Brookpark Rd	William Janke Insurance	750
8700	Brookpark Rd	Power Direct	5,000
7323	Clinton Rd	ME & Associates Inc.	6,645
6779	Memphis Ave	State Farm Insurance/Chiropractic O	7,995
7003	Memphis Ave	Doctor's Offices	5,000
7430	Memphis Ave	National City Bank	4,500
8475	Memphis Ave	Dentist Office	1,100
7575	Northcliff Ave	Ridge Park Medical Center	67,000
7580	Northcliff Ave	Lutheran Urgent Care Center	5,000
3530	Ridge Rd	Sherman Mortgage Co.	11,700
4301	Ridge Rd	Opinionation	3,525
4308	Ridge Rd	Advance Pay USA	1,175
4311	Ridge Rd	Ohio Mortgage Co	4,450
4311	Ridge Rd	Direct Lender	1,500
4342	Ridge Rd	Doctor's Offices	1,000
4355	Ridge Rd	Brooklyn Title Agency, Inc.	2,910
4370	Ridge Rd	Premier Physicians Center/Today's D	2,800
4597	Ridge Rd	Family Dental Care Offices	2,835
4660	Ridge Rd	Check 'N Go	3,200
4674	Ridge Rd	Ridge Road Family Chiropractic	6,400
4730	Ridge Rd	Dollar Bank	4,000
4796	Ridge Rd	US Bank	2,770
4761	Tiedeman Rd	Profit or Savings Enterprise	1,595
			G1 31 171,055

G2 Regional Office

10601	Memphis Ave	Electronic Merchant Systems	36,000
7580	Northcliff Ave	Progressive Insurance	10,000
7580	Northcliff Ave	Mitsubishi EDM	5,000
7580	Northcliff Ave	Ohio Savings Bank Operations Center	32,350
4342	Ridge Rd	Allstate Insurance	1,150
4900	Tiedeman Rd	Key Bank Operations Center	600,000
			G2 6 684,500

I1 Heavy Industry

7304	Associate Ave	Brooklyn Brite Dip Co	10,380
7309	Associate Ave	Superior Products	24,797
7332	Associate Ave	Associated Sheet Metal	40,000
7334	Associate Ave	Custom Powder Coating	19,250
11216	Brookpark Rd	A & B Metal Fabricators	9,545
11400	Brookpark Rd	Danly Die Set Division	52,000

8500	Brookpark Rd	TH Martin Duct Systems	64,848
7831	Clinton Rd	Ace Metal Fabricating Co	11,178
8003	Clinton Rd	BYG Industries Inc.	39,360
8215	Clinton Rd	Areway Inc.	27,250
8301	Clinton Rd	Areway Inc.	72,355
8325	Clinton Rd	Dun-Rite Die & Stamping	23,240
8500	Clinton Rd	Ferrous Metal Processing Co.	86,390
8525	Clinton Rd	Areway Inc.	54,540
9227	Clinton Rd	Herd Manufacturing	56,550
9921	Clinton Rd	Plastic Platers Inc.	15,000
11103	Memphis Ave	Ferrous Metal Processing Co.	261,285
3700	Ridge Rd	Areway Inc.	59,500
3726	Ridge Rd	ABL Products Inc.	3,750
3762	Ridge Rd	Carius Tool Co. Inc	24,432
3786	Ridge Rd	Superior Products	18,165
3790	Ridge Rd	Superior Products	11,200
4650	Tiedeman Rd	Plastech Engineered Products	32,185
		I1	23
			1,017,200

I2 Light Industry

1	American Road	American Greetings	1,664,000
7324 (and	Associate Ave	Alsir Inc.	10,000
7325	Associate Ave	J B Stamping	29,925
7500	Associate Ave	E2 Precision Products	50,000
11216	Brookpark Rd	Special Parts Machine & Tool	6,880
11350	Brookpark Rd	Star Industries of Ohio	79,528
11350	Brookpark Rd	Metropolitan Glass Block	
11440	Brookpark Rd	Manufacturers Service Inc.	38,247
9000	Brookpark Rd	M C Machine	71,870
7731	Clinton Rd	Aero Sales	11,040
8221	Clinton Rd	Karyall-Telday Inc.	38,040
8407	Clinton Rd	Eos Technology Inc.	9,740
8500	Clinton Rd	Clam-Co	16,525
9603	Clinton Rd	Certified Welding Co.	11,050
9607	Clinton Rd	V M Machine & Grinding	3,200
9900	Clinton Rd	Arrow International	45,070
9919	Clinton Rd	Eaton Corp Airflex Division	215,000
10003	Memphis Ave	RBN Supply Inc	6,255
10601	Memphis Ave	Mr. Gasket	203,000
3500	Ridge Rd	Technical Products	2,072
3730	Ridge Rd	Lab Steel & Supply	3,750
4500	Tiedeman Rd	Mail-Well Envelope Co	168,379
4800	Tiedeman Rd	The Plain Dealer	268,056
		I2	23
			2,951,627

I3 Warehouse/Distributor/Wholesa

7310	Associate Ave	Gene Ptacek & Sons Fire Equip	18,567
7320	Associate Ave	Abele Davis Corp.	4,705
7344	Associate Ave	Network Recyclers	
7348	Associate Ave	Marcis Inc.	38,870
8700	Brookpark Rd	Vendors Exchange International	150,000
7700	Clinton Rd	Dylon Industries	48,000
8219	Clinton Rd	H M F	4,410
8500	Clinton Rd	Blonder Co.	163,200
8500	Clinton Rd	Hand-It	102,205
8500	Clinton Rd	PODS Portable On Demand Storage	38,000

8500	Clinton Rd	Zerisco Equipment	30,890
8500	Clinton Rd	Cimino Box & Pallet, Inc.	16,920
8617	Clinton Rd	Vendcraft Corp	58,880
10003	Memphis Ave	Sup-R-Die Inc	4,785
10601	Memphis Ave	HH Gregg Distribution Ctr	101,000
3530	Ridge Rd	Lucky Building Supply	2,300
3560	Ridge Rd	Industrial Machine Tools Svc	34,450
3720	Ridge Rd	Creative Office Products Corp	5,500
3764	Ridge Rd	Clearvue Insulating Glass	15,897
4550	Tiedeman Rd	Knall Beverage	62,442
4600	Tiedeman Rd	Hugo Boss Cleveland	224,237

I4 Trucking

11250	Brookpark Rd	Ryder Truck Rental	16,850
8650	Brookpark Rd	Cleveland Peterbilt, LLC (Allstate	18,700
9500	Brookpark Rd	Carnegie Body Co	44,150
7603	Clinton Rd	Crouse Cartage Co.	14,000
8800	Clinton Rd	Falcon Transport Co	2,600
9000	Clinton Rd	A & H Trucking	21,140
10720	Memphis Ave	USF Holland	22,600
10900	Memphis Ave	BTT Bridge Terminal Transport	2,400
7407	Memphis Ave	Fasteners Supply Co	3,100
3530	Ridge Rd	Schultz Cartage	1,710
3600	Ridge Rd	Hawk Manufacturing	9,080
3766	Ridge Rd	Budget Engine Rebuilders	10,490
		14	12
		166,820	

I5 Office/Service/Contractor

7315	Associate Ave	Cartruck Packaging	29,274
7338	Associate Ave	Safe Transit Inc.	14,000
10840	Brookpark Rd	Quality Cement	1,440
11320	Brookpark Rd	ML Scott & Sons	
11324	Brookpark Rd	Qualitech Associates	
11350	Brookpark Rd	Cook Paving & Construction	
11360	Brookpark Rd	Simply Better Cleaning	
11444	Brookpark Rd	Abraxus Snow Removal	6,680
8686	Brookpark Rd	Parma Movers	32,700
8219	Clinton Rd	Media Blasting	4,400
8500	Clinton Rd	Edwards & Sons	4,750
9523	Clinton Rd	Hotline Electric	5,995
9535	Clinton Rd	Underwater Marine Contractors	6,470
9715	Clinton Rd	The Kassouf Co.	13,760
11050	Memphis Ave	unlisted Industrial Business	3,025
3530	Ridge Rd	Parma Waterproofing & Concrete	3,910
3540	Ridge Rd	Eyring Moving	2,975
3540	Ridge Rd	Ridge Secretarial Svc	1,440
3540	Ridge Rd	Value Products	1,440
3600	Ridge Rd	Techsentinel	6,092
3718	Ridge Rd	Acme Boiler	3,200
4322	Ridge Rd	Wagner Smith Electrical Contractors	1,500
4336	Ridge Rd	Witwer Air Service	1,400

V1 Vacant Industrial

1	American Road	Vacant (American Greetings)	36,000
8710	Brookpark Rd	Vacant	40,000
8500	Clinton Rd	Vacant	272,000
9627	Clinton Rd	Vacant	5,600
9701	Clinton Rd	Vacant	5,000
10601	Memphis Ave	Vacant	180,000
11111	Memphis Ave	Vacant (For Lease)	133,020
3530	Ridge Rd	Vacant (For Lease)	1,790
V1			8
			673,410

Grand Total:	297	9,268,192
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APPENDIX F

INCENTIVE PROGRAMS

HOUSING AND PROPERTY MAINTENANCE PROGRAMS

Programs that the City already participates in:

The City of Brooklyn should focus on educating its residents about participation in and benefits from the following programs. Additional promotion may be needed to notify residents that these programs are currently available.

1. **Energy Assistance Program** offered through the Ohio Department of Development to help low-income Ohio residents improve the energy efficiency of their homes.
2. **Home Enhancement Loan Program (H.E.L.P)** is a Cuyahoga County Department of Development program that provides loans at 3 percentage points below normal bank rates to encourage property owners to make improvements, alterations, repairs or maintenance to their properties.
3. **Home Weatherization Program** provides free energy efficiency improvements to eligible homeowners and renters in Cuyahoga County. Projects such as minor repair of windows and doors, attic and sidewall insulation, furnace inspection and cleaning, and hot water tank insulation are eligible. Funded provided by the Cuyahoga County Treasurer's Office.
4. **Housing Rehabilitation Loan Program** is another Cuyahoga County Department of Development that enables eligible low-and-moderate income homeowners to make repairs and basic home improvements through loans with below-market interest rates. The homeowner participates in setting priorities for repairs and in contractor selection. Loans can be used to make many types of repairs to kitchens, bathrooms, porches and roofs.
5. **Housing Rehabilitation Loan Program for Senior Citizens** is a deferred loan program offered by the Cuyahoga County Department of Development that enables low-and-moderate income senior homeowners to make repairs and basic home improvements. Loans are made to correct local code violations and to make repairs that endanger health and safety.
6. **Storefront Renovation Program** assists businesses and property owners to make improvements to their commercial buildings and is administered by the Cuyahoga County Department of Development using federal Community Development Block Grant funds. The program provides loans up to \$60,000 and grants for interior and exterior improvements. Up to twenty percent of funds may be applied to parking lots and sidewalks.
7. **Strategic Initiatives Fund**, a program administered by the Cuyahoga County Department of Development and provides below market, fixed rate loans. This resource is limited and available to support special Economic Development projects that are larger in scale and that have compelling needs and will have a significant or catalytic impact on the community, particularly in terms of job creation, private investment and the elimination of major blighting influences.
8. **Winterization program** offered by the municipality and geared towards homeowners and renters. Typical improvements include furnace tune-up; minor repair of windows, doors and weather-stripping; attic and sidewall insulation; and hot water tank insulation.

Programs that are under consideration by the City:

The following program is one that the City of Brooklyn is currently considering adopting and participating in.

Rental Property Inspection Program requires an annual occupancy permit for rental properties. Includes a thorough interior and exterior inspection.

Potential programs that the City should consider:

The following programs should be explored by the City as potential programs to participate in the future if resources and manpower become available.

1. **Heritage Home Loan Program** is administered by the Cleveland Restoration Society and the Cuyahoga County Treasurers Office. Free technical advice is given to homeowners, and low-interest loans are available to qualifying residences. Houses built before 1954 and have no vinyl or aluminum siding are eligible for both exterior and interior projects. Non-owner occupied properties up to a three family are also eligible. Eligible projects range from new roofs, painting, landscaping, porch repair, additions, window repair, driveways, storm windows, kitchen and bath renovations, among others.
2. **Landbanking residentially-zoned properties** which allows the City to acquire vacant/abandoned properties and provide adjoining residences the option to buy and expand their homes on the lot, or to make the lot available for in-fill housing.
3. **Neighborhood Home Improvement Program** is a program where the City provides low interest loans and grants for home improvements – including roof repair, landscaping, driveway improvements, electrical upgrades, heating and plumbing upgrades, etc... Must typically be a homeowner and meet income guidelines. *(A California program uses a % of dollars collected through hotel taxes to fund their neighborhood improvement program.)*
4. **Paint program** where the City assists eligible homeowners and property owners with grants to purchase exterior paint and paint supplies. Funding is typically provided by Community Block Grant funds.
5. **Point of Sale Inspection** program for single-family residential housing and/or two-family residential to ensure that properties are maintained and code violations are addressed in a timely manner.
6. **Property Inventory database** which includes detailed property information about vacant land and buildings, their condition, zoning, ownership, current market values, etc...
7. **Residential Property Awards Program** which identifies and recognizes outstanding residential properties within the City. Could highlight maintenance of home/yard or improvements to home and yard.
8. **Revolving Home Improvement Loan program** where funds are loaned to residents, repaid, and then filtered back into the program.
9. **Sidewalk Inspection Program** provides options and flexibility to property owners for facilitating any necessary sidewalk repairs.
10. **Yard Cleanup Program** where the City allows qualifying individuals (homeowners and renters) to use city-owned equipment (i.e. dumpster) for a low cost or free of charge to qualifying households.

ECONOMIC DEVELOPMENT INCENTIVES

The City of Brooklyn has numerous programs available to it which assist businesses in the community and help spur economic development. Brooklyn currently participates in many of the Cuyahoga County Department of Development programs. Other entities provide loans and grant monies to municipalities and businesses in order to attract and/or retain employees and jobs.

Brooklyn was recognized and designated a "Business Friendly Community" by the Business Friendly Community (BFC) Partnership that represents economic development agencies in seven Northeast Ohio counties. The City strives to retain and attract businesses and has designated an Economic Development Administrator that oversees business development within the City.

Brownfields:

Brownfield Redevelopment Fund (BRF) provides dollars to overcome environmental barriers to reuse and obtain full use of underutilized commercial and industrial properties within Cuyahoga County. The primary focus is directed toward "first-ring" suburban communities. The program is administered by the Cuyahoga County Department of Development. Loans up to \$1 million per project for up to 15 years are available for applicants such as municipal corporations of the County, Cuyahoga County, non-profit community development corporations, and private developers/businesses. Job creation and/or retention is an expected outcome of cleanup and redevelopment. The applicant must have at least a completed VAP Phase I environmental assessment that identifies the environmental problem, to be eligible for funding.

Brownfields Cleanup Revolving Loan Fund (BCRLF) offers below-market rate loans to assist with the remediation of a brownfield property to return it to a productive economic use in the community. The loan is capitalized by a grant from the United States Environmental Protection Agency (USEPA). The regulatory program is administered by the Ohio Department of Development Office of Urban Development to provide loans and subgrants to support cleanup activities on site in areas contaminated with hazardous materials.

Clean Ohio Assistance Fund (COAF) is one of two programs offered by a major environmental bond issue approved by Ohio voters in November 2000. The program is governed by the Clean Ohio Council and provides grants for Phase I and Phase II Environmental Site Assessments, cleanup projects, and public health projects. COAF is a discretionary program which is available only to cities and counties that have been designated as distressed based on their employment rates, average wages, and poverty levels.

Clean Ohio Revitalization Fund (CORF) is the second of two programs offered through the Clean Ohio Council. CORF is a statewide, competitive grants program and is administered by the Ohio Department of Development's Office of Urban Development. Dollars are available to municipalities and businesses for brownfields site acquisition, demolition and mitigation costs associated with the clean up of commercial/industrial brownfield properties. The maximum project award is \$3 million, and applicants must provide a minimum match of 25% of total project costs.

Businesses:

Business Development (412) Account is a grant program administered by the Ohio Department of Development that provides limited dollars for job creation and retention so as to induce companies to move forward with a project in a community where the investment might not otherwise have occurred. Dollars are available for on- and off-site infrastructure improvements, including water and sewer, road improvements and rail.

166 Direct Loan Program provides loans to companies for land and building acquisition, expansion or renovation, and equipment purchases, with preference is given to industrial projects. This program is administered by the Office of Business Development of the Ohio Department of Development.

166 Regional Loan is similar to the Direct Loan Program and provides loans to companies for land and building acquisition, expansion or renovation and equipment purchases, as well as for other project-related soft costs. The program targets state financial assistance to industrial companies for smaller projects and is administered by the Office of Business Development of the Ohio Department of Development.

Energy Efficiency Revolving Loan Fund program provides financing for fixed assets related to qualified commercial/industrial businesses and institutions to implement an energy efficiency or renewable energy project. The goal of the loan program is to reduce energy costs, manage energy use, and/or install renewable energy technologies. The Office of Energy Efficiency of the Ohio Department of Development oversees the program.

Economic Development Loan fund encourages businesses to retain and create jobs within Cuyahoga County by providing financial assistance. Funds can be used to finance new construction, renovation, expansion or conversion of facilities as well as the acquisition of land, buildings, equipment and machinery.

Job Creation Tax Credit allows companies creating at least 25 new full-time jobs (within three years) to apply for a refund on their corporate franchise tax.

M.A.D.E in Cuyahoga County (Manufacturing Assistance, Development and Expansion Program) provides financial assistance to manufacturing businesses to support the retention and creation of jobs for Cuyahoga County residents. Loans can be used to finance the acquisition of land, buildings, machinery and equipment as well as for new construction, renovation, expansion, and/or conversion of facilities.

Ohio Enterprise Bond Fund is a program administered by the Office of Financial Incentives of the Ohio Department of Development. The fund provides tax exempt and taxable bond financing to companies that want to expand or locate in Ohio. Dollars can be used for land and building acquisition, new construction, renovation of an existing building, and acquisition of new and used machinery and equipment.

Ohio Investment in Training Program is primarily for manufacturing or related businesses. The program can assist with up to 50% of the funding for orientation, training for new or current employees, management techniques, instructor training and other related training needs.

Product Innovation Loan Fund of the New Product Development and Entrepreneurship Program is available to entrepreneurs and companies (under \$50 million) to fund their new product development process. Dollars from the fund which was developed by the Cuyahoga County Department of Development and administered by CAMP, Inc. can be used to finance market research, patent services, industrial design, and engineering and prototyping efforts.

SIDs or BIDs (Special Improvement District or Business Improvement District) is typically a publicly sanctioned, yet privately directed organization that pools funds from a designated area to supplement public services and amenities. BIDs tend to create unique programs to respond directly to local needs and include sidewalk cleaning, graffiti removal, crime prevention programs, marketing campaigning, and streetscape improvements.

Strategic Initiatives Fund is administered by the Cuyahoga County Department of Development and provides below market, fixed rate loans and loan guarantees. Dollars are limited and available to support special Economic Development projects that are larger in scale and that have compelling needs and will have a significant or catalytic impact on the community, particularly in terms of job creation, private investment and the elimination of major blighting influences.

Thomas Edison Program provides technical and business assistance to key existing and emerging industry sectors. The program is administered by the Ohio Department of Development and helps to expend the capacity of Ohio's manufacturing sector, and supports the formation and growth of new technology-oriented businesses.

Downtown:

Competitive Municipal Grants is a program administered by the Cuyahoga County Department of Development that has awarded communities which are members of the Cuyahoga Urban County. Projects range from infrastructure improvements to accessibility enhancements. The program is funded through federal Community Development Block Grant funds.

Comprehensive Downtown Revitalization Program is geared towards communities that are working to revitalize their central business district. Funds are used to renovate building facades and interiors, infrastructure improvements including curbs, sidewalks, parking areas, and sanitary sewer lines. For example, the City of Oberlin, Ohio received \$400,000 in 2004 to renovate several buildings, demolish a vacant building, and improve infrastructure in the downtown area.

Storefront Renovation Loan program assists business and property owners to make interior and exterior improvements to their commercial buildings. Dollars are available for streetscape improvements, façade renovations, building code corrections and improvements such as electrical, plumbing, HVAC and structural repairs.

Transportation:

Bicycle & Pedestrian Program of the Federal Highway Administration's Office of Human and Natural Environment, promotes bicycle and pedestrian transportation accessibility, use, and safety. The program provides federal funding for the development of transportation-related bicycle and/or pedestrian facilities. Each state has a Bicycle and Pedestrian Coordinator in its State Department of Transportation to promote and facilitate the increased use of nonmotorized transportation.

National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

Roadwork Development Account (629) program provides funds for public roadway improvements including engineering work. The fund is for companies primarily engaged in manufacturing, Research and Development (R & D), high technology, corporate headquarters and distribution. All other public and private sources of financing must be considered before the use of 629 funding.

Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or nonconstruction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. Ten percent of each State's annual STP funds are set-aside for Transportation Enhancement Activities (TEAs). The law provides a specific list of activities that are eligible TEAs and this includes "provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists," and the "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)." TEA-21 added "the modification of public sidewalks to comply with the Americans with Disabilities Act" as an activity that is specifically eligible for the use of these funds.

Urban Paving Program provides funds for eligible surface treatment and resurfacing projects on state and U.S. Routes within municipal corporations. Funding is provided on an 80-20 basis with the local governments providing the 20% match for project construction costs, however, locals are encouraged to provide more than 20% to stretch the amount of available funds. The ODOT director, at his discretion, may waive or reduce the local match for cities in fiscal distress.

Other:

The **Development Finance Authority** of the Cleveland-Cuyahoga County Port Authority fosters public-private partnerships to assist in the creation of jobs and community revitalization. The Authority offers three major financing programs for communities: the Fixed-Rate Financing Program, the Off-Balance Sheet Financing & Leasing Program, and the Infrastructure Financing Program. The Infrastructure Financing program makes it possible for developers, cities and other regional organizations to finance public infrastructure projects, such as streets, roads, underground utilities, sidewalks, street lights, landscaping and public parking garages. This type of financing is particularly attractive for mixed-use developments and can be financed using tax increment or special assessment as the revenue stream to pay for the public improvements.

Enterprise Zone designation is additional economic development tool for communities attempting to retain or expand their economic tax base. The designation allows the local participating community to grant tax incentives for businesses that create jobs and make new investments in real and personal property. After a municipality has been designated by the Ohio Department of Development, they may negotiate tax incentives with a business. There are currently 26 enterprise zone designations in Cuyahoga County.

Ohio Air Quality Development Authority (OAQDA) provides lower-interest loans and technical assistance on equipment purchased for air pollution control. The OAQDA also offers grants to small businesses to cover the closing costs of financing pollution control equipment. Equipment financed through this entity's programs also qualify for tax exemptions.

APPENDIX G

TRAFFIC VOLUME SUMMARIES

Table G-1: Average Daily Traffic on Major Streets in Brooklyn

Street	Direction	Ref Street	Date 1	ADT 1	Date 2	ADT 2	Date 3	ADT 3
BIDDULPH RD.								
	W	RIDGE ROAD	June-99	32,200	July-94	36,526	August-90	35,773
	E	RIDGE ROAD	June-99	32,200	July-94	36,526	August-90	35,773
	W	ROADOAN ROAD	July-92	11,183	July-87	14,274	August-74	11,654
	E	ROADOAN ROAD	July-92	11,183	July-87	14,274	August-74	11,654
	E	TIEDEMAN RD.	August-99	26,921	February-96	34,705	July-94	30,888
MEMPHIS AVE.								
	W	RIDGE ROAD	August-99	33,274	July-94	32,680	August-90	30,684
	E	RIDGE ROAD	August-99	33,274	July-94	32,680	August-90	30,684
	W	ROADOAN ROAD	August-90	12,842	July-87	19,603	August-74	18,136
	E	ROADOAN ROAD	August-90	12,842	July-87	19,603	August-74	18,136
	E	TIEDEMAN RD.	August-99	24,655	February-96	27,219	July-94	28,745
BROOKPARK RD								
	W	BIG CREEK PK	August-99	30,700	February-96	23,734	August-93	20,065
	E	BIG CREEK PK	August-99	30,700	February-96	23,734	August-93	20,065
	W	RIDGE ROAD	June-99	60,477	July-92	54,215	August-89	59,440
	E	RIDGE ROAD	June-99	60,477	July-92	54,215	August-89	59,440
	W	TIEDEMAN RD.	August-99	36,278	February-96	42,297	February-92	40,195
	E	TIEDEMAN RD.	August-99	36,278	February-96	42,297	February-92	40,195
RIDGE ROAD								
	N	BIDDULPH RD.	June-99	32,200	July-94	36,526	August-90	35,773
	S	BIDDULPH RD.	June-99	32,200	July-94	36,526	August-90	35,773
	N	BROOKPARK RD	June-99	60,477	July-92	54,215	August-89	59,440
	S	BROOKPARK RD	June-99	60,477	July-92	54,215	August-89	59,440
	N	CLINTON ROAD	August-01	20,853	July-94	22,064	July-91	19,183
	S	CLINTON ROAD	August-01	20,853	July-94	22,064	July-91	19,183
	N	I 480 RAMP-N	June-00	51,075	July-94	49,815	August-91	44,394
	S	I 480 RAMP-N	June-00	51,075	July-94	49,815	August-91	44,394
	N	I 480 RAMP-S	June-00	51,533	July-94	53,553	August-91	45,840
	S	I 480 RAMP-S	June-00	51,533	July-94	53,553	August-91	45,840
	N	MEMPHIS AVE.	August-99	33,274	July-94	32,680	August-90	30,684
	S	MEMPHIS AVE.	August-99	33,274	July-94	32,680	August-90	30,684
TIEDEMAN RD.								
	S	ALDI'S DRWY.	February-96	34,038				
	N	AMERICAN RD.	February-96	24,970				
	S	AMERICAN RD.	February-96	24,970				
	N	BIDDULPH RD.	August-99	26,921	February-96	34,705	July-94	30,888
	S	BIDDULPH RD.	August-99	26,921	February-96	34,705	July-94	30,888
	NW	BROOKPARK RD	August-99	36,278	February-96	42,297	February-92	40,195
	SW	BROOKPARK RD	August-99	36,278	February-96	42,297	February-92	40,195
	NW	I 480 RAMP-N	June-00	34,832	February-96	38,871	July-94	41,849
	SE	I 480 RAMP-N	June-00	34,832	February-96	38,871	July-94	41,849
	NW	I 480 RAMP-S	June-00	46,103	February-96	40,372	July-94	44,057
	SE	I 480 RAMP-S	June-00	46,103	February-96	40,372	July-94	44,057
	N	KEY CORP. DR	February-96	35,287				
	S	KEY CORP. DR	February-96	35,287				
	SW	MEMPHIS AVE.	August-99	24,655	February-96	27,219	July-94	28,745
	N	SAM'S DRWY.	February-96	34,038				

Source: Cuyahoga County Engineer. Vehicle Volume Summary, 2003.

Table G-2: Average 24-Hr Traffic Volume on Brookpark Road - SR-17

Sec. Begins	Traffic Section	Sec Length	Pass & A Commercial	B & C Commercial	Total Vehicles
0	SR 10 (LORAIN RD.) in N Olmsted	0.71	17,740	300	18,040
0.71	SR 252 (Great Northern Rd)	0.91	17,170	320	17,490
1.62	IR 480	0.37	17,170	320	17,490
1.99	CLAGUE Rd	0.12	10,520	200	10,720
2.11	W. CORP. Fairview Park	1.02	10,520	200	10,720
3.13	E. CORP. Fairview Park	0.11	10,520	200	10,720
3.24	W CORP. Cleveland	0.61	10,520	200	10,720
3.85	GRAYTON Rd	0.61	21,170	1,600	22,770
4.46	SR 237 (Rocky River Dr)	0.08	20,380	1,180	21,560
4.54	AIRPORT Freeway	0.13	20,380	1,180	21,560
4.67	SR 237 Ramp	0.41	13,090	740	13,830
5.08	SR 291 (Engle Rd)	0.06	12,960	870	13,830
5.14	IR 71	0.84	12,960	870	13,830
5.98	W. 150TH St	0.6	16,170	1,560	17,730
6.58	ACCESS to IR 480	0.53	17,390	1,570	18,960
7.11	W. 130TH St	0.57	21,490	820	22,310
7.68	W CORP. Parma	1.83	21,490	820	22,310
9.51	RE-ENTER Cleveland	0.33	21,490	820	22,310
9.84	US 42 (Pearl Rd)	0.94	16,910	880	17,790
10.78	SR 94 (State Rd)	0.79	18,450	1,020	19,470
11.57	SR 176 (Broadview Rd	0.25	16,690	980	17,670
11.82	SR 176 (Jennings Freeway)	0.29	16,690	980	17,670
12.11	W. Corp Brooklyn Hts	0.16	16,690	980	17,670
12.27	IR 480	1.55	9,590	830	10,420
13.82	W. Corp Independence	0.53	9,590	830	10,420
14.35	IR 77	0.15	9,590	830	10,420

Source: As reported by the Ohio Department of Transportation in Traffic Survey Report for 2000. Available at http://www.dot.state.oh.us/techservsite/availpro/Traffic_Survey/TSR_Report/default.htm

APPENDIX H

SUMMARIES OF ISSUES

Table H-1: Ranking of Community Issues/Priorities

From Meeting #1, September 20, 2004 - 28 people were in attendance at the first Master Plan Advisory Committee meeting.

<u>Category</u> <u>Total</u>	<u>Tally by</u> <u>topic</u>	<u>Issue</u>
28	28	1. Traffic
24		2. Economic Development
	8	• Business retention
	3	• Declining income tax
	2	• Limited business expansion potential
	2	• Business vacancies
	2	• Need for creative redevelopment strategies (<i>i.e mixed use, Planned Unit Developments</i>)
	2	• Desire to limit discount stores
	1	• Undeveloped Land: <i>commercial use preferred</i>
	1	• Saving undeveloped land for other uses
	1	• Need for day care service
	1	• Daytime population as drain on community resources
	1	• Condition of Clinton Rd industrial corridor
23		3. Housing Stock
	6	• Home property maintenance
	4	• Existing housing stock (<i>low resale values/redevelopment pot'l</i>)
	4	• Housing availability/variety
	3	• Decline of neighborhoods
	3	• Residential vacancies
	2	• Absentee Landlords/Rental properties
	1	• Need for affordable Senior Housing
11	11	4. Brooklyn City Schools and their academic performance
4		5. Open Space/Recreation
	3	• Lack of recreational offerings/ Open space
	1	• Desire for green space
3		6. Community Character
	1	• Safety
	1	• Community Infrastructure: condition of roads, sewers, etc.
	1	• Preserving City's small town quality/feel
1	1	7. Need for City to annex

Summary of Visioning Session

As part of the Visioning Exercise conducted at the November 18, 2004 Master Plan Advisory Committee Meeting, the group envisioned the future of Brooklyn, imagining things the way they would like them to be. After the group had some time to write down ideas, CPC staff went around the room and listed the ideas each committee member believed would make Brooklyn an exceptional community. Once the list was complete, we ranked the items with stickers – each person identified their top five items on the list. The results of the ranking are as follows:

Table H-2: Ranking From Master Plan Advisory Committee Visioning Meeting

Rank	
13	Underground power lines
12	Cohesive/uniform streetscape – such as coordinated signs, landscaping, street lighting; improved streetscape; coordinated and reduced signage
11	Improvements to gateways/entrances to city
11	Preserved or reclaimed open/green space
9	Upscale senior housing, clusters with assistance and maintenance
5	Mixed use developments
5	Larger housing lots
4	Updated zoning regulations
4	Financial incentives to retain owner occupied housing
4	Expanded/enhanced recreation center
3	Methods to finance desired improvements
3	Uniform business code, cohesive appearance
3	Improved traffic flows
2	More developed activity areas
2	Improved condition and maintenance of homes
2	Coordinated, cohesive municipal complex
1	Improved landscaping at the former fire station park
1	Golf cart community
1	Better blending of commercial and residential areas
1	Town center/town square development
1	Improved pedestrian environment, activities
1	Cleaner, more attractive city
0	Tree lined boulevards
0	Destination – oriented small retail/office area
0	Transform Tiedeman Road to business
0	Explore potential to annex

Summary of Survey Results – Top Strengths of the City

Question 45 asked respondents to write down their top six strengths/assets for the City of Brooklyn. There were 1,147 responses. While the responses ranged nearly all were aggregated in the following categories:

Table H-3: Residents' Top Strengths As Recorded From Community Survey

<u># of Respondents</u>	<u>% of 379 Surveys Returned</u>	<u>Category</u>
198	52%	City services including trash pickup
173	46%	Safety, including safety forces, police, fire, EMS
120	32%	Services/ programs for seniors, including the senior center
115	30%	Recreation/ open space, including the recreation center, Veteran's Memorial Park and the Metroparks
106	28%	Shopping/ restaurants, including the convenience and variety of retail stores, restaurants, etc.
86	23%	Location/ access, including easy access to I-480, downtown, the airport, other communities
73	19%	Low/fair taxes, including good tax base from nonresidential uses, low income tax and low property tax
67	18%	Community facilities/ atmosphere, including friendly atmosphere, churches, library, home days, decent place to raise a family, small community, small town atmosphere
46	12%	Schools
46	12%	Housing/ Good Neighborhoods, including home ownership, good neighbors, good neighborhood, property values, houses well maintained, quiet neighborhoods, etc
40	11%	Appearance/ Cleanliness of City, including attractive, clean city, well-maintained city
37	10%	Good government, including compliments to current mayor and council, fiscal management, appreciation of town meetings, availability of public officials, city hall cares, etc.
23	6%	Affordable Homes and apartments

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APPENDIX I

TRAFFIC CALMING FACT SHEET

An issue known as "traffic calming" has received considerable recent discussion in the traffic engineering profession. In the July 1997 issue of the *ITE Journal*, James R. Hanks, international president of ITE (Institute of Transportation Engineers), noted that people often view traffic calming as little more than an effort to fix earlier mistakes made in designing street patterns, particularly in residential areas. This is a misconception. Hanks indicated that these traffic calming patterns "are not so much 'mistakes' as they are a reflection of the changing desires of communities and society over time."

In an effort to clarify the meaning of traffic calming in January 1997, the ITE International Board of Direction made traffic calming a "priority subject for the Institute." Both the July and August 1997 issues of the *ITE Journal* were devoted to the subject of traffic calming. In addition, a "significant portion" of the Institute's March 1997 conference in Tampa, Florida addressed this issue.

Definitions of Traffic Calming

Much of this discussion about traffic calming revolved around the lack of, but obvious need for, a unified and universally accepted definition of the term. In the July 1997 issue of the *ITE Journal*, Ian M. Lockwood discussed this problem and its resolution in his article "ITE Traffic Calming Definition."

At the 66th ITE Annual Meeting in Minneapolis, Minnesota (September 1996), attempts to discuss traffic calming were hampered by the absence of a "common definition." As a result, a subcommittee was established to create a definition of traffic calming that would be broad enough for a variety of situations but specific enough to prevent confusion, improve communication, and allow for universal understanding and application. The subcommittee presented its findings and the following definition of traffic calming at the March 1997 conference in Tampa:

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

Lockwood noted that interpretations of the definition are as critical as the definition itself: "The interpretation is not only important to define what traffic calming is, it also determines what traffic calming is not. That is, if something is not included in the interpretation, then it is likely not traffic calming."

The "mainly physical measures" portion of the definition can be understood to mean "physical measures and a supportive environment, which includes such things as policy and legislative support for traffic calming and flexibility of standards, guidelines, and practices." The "reduce the negative effects of motor vehicle use" portion can mean altering both the design and role of

the street to minimize the adverse effects (such as speeding and pollution) that vehicles can have on both individuals and society as a whole.

The "alter driver behavior" portion of the definition means drivers regulate their own behavior, such as reducing both their speed and aggressive driving and increasing their respect for pedestrians, bicyclists, etc. "Improv[ing] conditions for [these] non-motorized street users" means promoting activities such as walking and cycling, increasing overall safety, and enhancing aesthetics.

The "measures" referred to in the definition include a number of categories: vertical and lateral changes to the street, constrictions, narrow pavement widths, entrance features, traffic circles, small corner radii, and related "streetscaping," such as lighting, trees, landscaping, art, etc., placed along streets and at intersections. (Traffic calming is most successful when it is accompanied by streetscaping.) While these categories are specific, they are also flexible--allowing new measures to be added to any category.

In addition to these measures, traffic calming also involves a number of goals and objectives. These are also flexible, and allow traffic calming to be adapted for various situations, locations, street types, budgets, adjoining land uses, and community preferences. Examples of the goals include enhancing quality of life, creating streets that are both safe and aesthetically pleasing, and reducing negatives such as energy consumption and urban sprawl. Examples of objectives include reducing speeds, collisions, and the need for police enforcement and increasing safety for non-motorized street users. Both the goals and objectives "demonstrate that traffic calming involves much more than just motor vehicle issues."

Despite the overall flexibility of traffic calming, certain "criteria" must be met before a potential street modification project can truly be considered traffic calming. Traffic calming must:

- have its base in the community and be supported by it,
- include a measure by which drivers can self-enforce their own speeds,
- affect driver behavior directly, and
- improve the safety of all street users, in particular those who are "vulnerable," such as children and the elderly.

The new definition of traffic calming is an improvement over previous definitions that were either too broad or too narrow. However, with that improvement certain "initiatives, techniques, and policies" that were once considered a part of traffic calming have been displaced. To help avoid confusion about these displaced issues, definitions for the following related words and phrases were also created: traffic calming measures, route modification, traffic control devices, streetscaping, traffic calming plans, neighborhood traffic calming plans, area-wide traffic calming plans, route modification (or traffic management) plans, neighborhood route modification (or traffic management) plans, and street modification plans.

Traffic calming measures and route modifications have often been used interchangeably. They do share similar goals, but they represent different concepts. Traffic control devices are often incorrectly considered traffic calming measures. They too share the common goal of reducing driver speeds, but achieve that goal by different means.

While adjusting to and implementing the new definition of traffic calming will take time and effort, the benefits are clear, and should become more so as traffic calming increases in popularity. Recommendations involving the new definition of traffic calming were twofold: (1) ITE should "continue to examine critically and revise as necessary the language of transportation planning and engineering to ensure that communication is effective," and (2) "the ITE definition of traffic calming [should] be universally adopted."

Types of Traffic Calming Measures...

Traffic calming measures can be separated into two groups based on the main impact intended. **Volume control measures** are primarily used to address cut-through traffic problems by blocking certain movements, thereby diverting traffic to streets better able to handle it. **Speed control measures** are primarily used to address speeding problems by changing vertical alignment, changing horizontal alignment, or narrowing the roadway. The distinction between the two types of measures is not as clear as their names suggest, since speed control measures frequently divert traffic to alternate routes, and volume control measures usually slow traffic.

Speed Control Measures

Vertical Deflection	Horizontal Deflection	Horizontal Narrowing	Other Measures
<u>Speed Humps</u>	<u>Traffic Circles</u>	<u>Neckdowns</u>	<u>Examples</u>
<u>Speed Tables</u>	<u>Roundabouts</u>	<u>Center Island Narrowings</u>	
<u>Raised Crosswalks</u>	<u>Chicanes</u>	<u>Chockers</u>	
<u>Raised Intersections</u>	<u>Realigned Intersections</u>		
<u>Textured Pavements</u>			
Speed Lumps *			
Speed Cushion *			
Split Speed Hump *			

Volume Control Measures

Divertive, Restrictive	Other Measures
<u>Full Closures</u>	<u>Examples</u>
<u>Half Closures</u>	
<u>Diagonal Diverters</u>	
Lateral Shift *	
<u>Median Barriers</u>	

For additional information on traffic calming methods, visit TrafficCalming.org, by Fehr & Peers Transportation Consultants (at <http://www.trafficcalming.org/index.html>).

This site serves as a practical guide to traffic calming and neighborhood traffic management, including:

- International and US history
- A toolbox of calming devices

- Measured results from traffic calming
- Current programs around the world

Additional information obtained from the Institute of Transportation Engineers website:
<http://www.usroads.com/journals/p/rilj/9801/ri980104.htm>

APPENDIX J

BIKEWAY DEFINITIONS AND CLASSIFICATIONS

DEFINITIONS

A bikeway is any facility that provides primarily for bicycle travel.

Class I Bikeway (Bike Path). Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.

Class II Bikeway (Bike Lane). Provides a striped lane for one-way travel on a street or highway.

Class III Bikeway (Bike Route). Provides for shared use with pedestrian or motor traffic.

SELECTION OF THE TYPE OF BIKEWAY FACILITY

The following applications are the most common for each type of facility.

Shared Roadway (No Bikeway Designation). Most bicycle travel occurs on streets and highways without bikeway designations. In some instances, the streets are adequate for safe and efficient bicycle travel, and signing and striping for bicycle use may be unnecessary. Routes that are not along high bicycle demand corridors are generally inappropriate to designate as bikeways (i.e. minor residential streets).

Class I Bikeway (Bike Path). Generally, bike paths should be used to serve corridors not served by streets and highways or where a wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, canals, utility right-of-ways, abandoned railroad right-of-ways, within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers such as rivers and streams.

Class II Bikeway (Bike Lane). Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of lanes, or prohibiting parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists, that might not be possible on

all streets (e.g., improvements to the surface augmented sweeping programs, special signal facilities, etc.). Generally, stripes alone will not measurably enhance bicycling.

If bicycle travel is to be controlled by delineation, special efforts should be made to assure that high levels of service are provided with these lanes.

Class III Bikeway (Bike Route). Bike routes are shared facilities that serve either to:

- Provide continuity to other bicycle facilities (usually Class II Bikeways); or
- Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

Source: Highway Design Manual. February 1, 2001.
<http://www.dot.ca.gov/hq/oppd/hdm/pdf/chp1000.pdf>

APPENDIX K

CONSERVATION EASEMENTS

Goal: To permanently protect land from development without giving up ownership to it. Allows the landowner to continue to live on it, use it, sell it or pass it onto one's heirs.

History: Widespread use of purchased easements began in the 1930's with federal efforts to protect scenic open space next to the Blue Ridge and Natchez Trace parkways (Barrett and Livermore, 1983). In the 1960's, the National Park Service used purchased easements to preserve the landscapes near historical landmarks such as Mount Vernon. The use of donated conservation easements has risen significantly in recent years. They have been most effectively employed by local land trusts and national organizations such as the American Farmland Trust, the Trust for Public Land, and the Nature Conservancy.

Definition: A deed restriction that landowners voluntarily place on their property to protect resource such as agricultural land, forest, historic sites, scenic views or open space. It is a legal agreement between a landowner and a land trust (private, nonprofit conservation organization) or government agency that permanently limits a property's uses in order to protect its conservation values. The easement itself is typically described in terms of the resource it is designed to protect.

The easement is a legally binding covenant that is publicly recorded and runs with the property deed for a specified time or in perpetuity. It gives the holder the responsibility to monitor and enforce the property restrictions imposed by the easement for as long as it is designed to run. An easement does not grant ownership nor does it absolve the property owner from traditional owner responsibilities such as payment of property tax, although it may transfer maintenance responsibilities to the easement holder.

In some cases, a conservation easement may apply to just a portion of the property.

If done according to IRS requirements, donated easements can also be treated as charitable gifts and can be deducted from one's federal income tax. The amount of the gift is the difference between the appraised value of the land before the easement and the appraised value of the land after the easement is in place. Additionally, a permanently donated agricultural easement reduces the appraised value of a farm and can result in lower or zero estate taxes. There is also an added benefit of a second estate tax reduction of up to 40%, or a maximum of \$500,000.

Conservation Easement Process:

Step 1: Initial Meeting with Landowner

Tour the property to evaluate the natural resources and determine if an easement is appropriate.

Step 2: Landowner Consults Advisers

The landowner is advised to consult with legal and tax advisors

Step 3: Title Information

The landowner acquires an up-to-date title report.

Step 4: Baseline Study and Qualification

The land must qualify or the donor cannot claim federal tax deductions from the easement gift. There are four qualification categories (Recreation, Ecological, Open Space and Historic) which must provide “significant public benefit”.

Step 5: Negotiate easement restrictions

Easement restrictions usually address basic types of land use and avoid everyday land management issues.

Step 6: Easement Appraisal

An independent, certified land appraiser determines the money value of the land use rights to be donated.

Step 7: Notify Local Planning Board

Although not required, some states request that parties receiving conservation easements notify the local planning authority when a project is about to close.

Step 8: Easement is Finalized

A final conservation easement deed is prepared.

Step 9: Easement Deed is Filed

The deed is recorded as a perpetually binding legal document.

Step 10: Stewardship

The landowner and easement receiver share land stewardship responsibility.

Pro's/Benefits:

- Allows the landowner to protect certain resources on the property while still holding ownership. Some development rights might be given up; however the landowner generally reserves all other rights to the property;
- Voluntary process
- Permanence – prevents land from future development;
- Provides some tax benefits and savings to the landowner (must be granted in perpetuity as a charitable gift) including income, estate and property tax reductions;
- Flexible tool that can be tailored to meet the needs of individual property owners and unique properties.

Con's/Drawbacks:

- Conservation easements do not offer protection from eminent domain;
- If the land is donated as a conservation easement, the landowner has lost the opportunity to reap any economical benefits or develop the land;
- Participation is voluntary;
- The landowner/s must donate the land in perpetuity in order to receive any tax benefits;
- Requires monitoring, enforcement and maintenance from the easement holder;
- Tax savings may be vulnerable to changes in tax laws;
- Somewhat complex process and training needed in negotiation skills.

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APPENDIX L

FIRST SUBURBS DEVELOPMENT COUNCIL

The First Suburbs Development Council (FSDC) is a not-for-profit organization that strives to achieve economic stability and viability to its member cities. It was established in 2002 as a 501(c)(3), not-for-profit development corporation governed by an independent board. The FSDC was the outgrowth of efforts by the First Suburbs Consortium.

First Suburbs Consortium

The First Suburbs Consortium is the largest government-led advocacy organization in the country working to revitalize mature, developed communities, and raise public and political awareness of the problems and inequities associated with urban sprawl and urban disinvestment.

The First Suburbs Consortium (FSC) of Northeast Ohio was created in 1996 by elected officials of older suburbs adjacent to or near the City of Cleveland. The need for such an organization grew out of the recognition that government policies and practices promote the development of new communities at the outer edges of metropolitan regions over the redevelopment and maintenance of mature suburbs. The FSC is a major government-led advocacy organization working to revitalize mature, developed communities and raise public and political awareness of the problems and inequities associated with urban sprawl and disinvestment.

Its objectives are to maintain, preserve, and redevelop the member communities; to insure that public funds are invested equitably; to foster regional cooperation; and to promote sustainable communities throughout Ohio.

The Northeast Ohio First Suburbs Consortium is comprised of the following communities:

Bedford	Euclid	Parma
Bedford Heights	Fairview Park	Shaker Heights
Brook Park	Garfield Heights	South Euclid
Cleveland Heights	Lakewood	University Heights
Cuyahoga Heights	Maple Heights	Warrensville Heights
East Cleveland		

First Suburbs Development Council (FSDC)

The FSDC was formed as a result of a task force comprised of economic development officials of the member cities and representatives from the Cuyahoga County's Department of Development and Planning Commission to design a program to address development issues and augment each of the member cities' redevelopment efforts. The committee engaged to develop a framework for the program, solicited input from development practitioners, regional economic development agencies and foundations.

The result was the creation of the First Suburbs Development Council. The FSDC is served by a nine member Board of Trustees elected by "clusters" of member cities. The FSDC a not-for-profit, 501(c)(3) organization, and is incorporated in the State of Ohio.

Mission

The mission of the FSDC is "fostering economic and community development within the member cities of the First Suburbs". The FSDC accomplishes this by providing technical assistance, expertise, and resources to member cities to strengthen the capacity of cities advancing development and re-development projects, to market member communities and to enhance the cities' quality of life.

Goals

- To facilitate the creation or enhancement of a proactive and strategic approach to development within member city governments.
- To expand the capacity of member cities to attract desirable development and businesses.
- To increase the skills of economic development officials of the member cities to identify and prepare development sites in a way that makes them both community-enhancing and attractive to private-sector developers.
- To increase interest among the private-sector development industry in development within member communities.
- To foster collaborative relationships among member cities and with regional economic development agencies, County and State government and financing institutions who can assist in promoting development of the member cities.

Housing Initiative

The Housing Initiative was a study started by the FSC, Cleveland State University's Maxine Goodman Levin College of Urban Affairs, Kent State University's Urban Design Center, Great Lakes CB and City Architecture. This initiative is an effort to strengthen the marketability and competitiveness of inner-ring residential neighborhoods. The initiative attempts to reinvent two under-performing housing types, the post-war bungalow and the two-family home, and to improve neighborhoods with concentrations of these housing types. Target neighborhoods for the initiative are located in Parma, Maple Heights, Garfield Heights, and Fairview park (for bungalows) and Cleveland Heights, Shaker Heights, and Lakewood (for two-families). However, the results of the initiative are intended to be transferable to other communities with similar housing stock.

Architects Design Assistance Program Team (ADAPT)

In an effort to encourage and promote redevelopment and renovation of retail storefronts, the First Suburbs Development Council (FSDC), the American Institute of Architects - Cleveland chapter, with the support of the Cuyahoga County Department of Development, have formed a partnership. The partnership provides free design services to produce initial architectural concepts for existing retail buildings. Working with the city's Development professionals and AIA architects, business owners receive recommendations for design improvements to enhance building image and improve retail presentation.

Program Goals

- Provide professional solutions and consultation for retailers and building owners in First Suburb communities.
- Improve storefront design.
- Create and enhance successful businesses.

Six Steps to Success

1. Business owners meet with Development professional and AIA architect to discuss design parameters.
2. Architects will review existing information, photos, survey information, codes, etc.
3. Architects will visit site to examine building conditions impacting design.
4. Architects will prepare design concept sketch conveying the recommended concept.
5. Architect, Development professional and business owner meet to review and discuss the proposed design concept.
6. Architect will prepare final design proposal to the business owner.

Criteria for joining the First Suburbs Development Council

In 2003, the First Suburbs Consortium instituted the following membership criteria (to qualify cities needed to meet four of six criteria with two caveats being that a city would need to be located in Cuyahoga County and a must be member of the First Suburbs Consortium for one year before having the ability to join and access the programs and services of the First Suburbs Development Council.

First Suburbs Consortium Membership Criteria

1. Age of Housing Stock - 60% or more housing units constructed prior 1960.
2. Household Density - 1,000 or more households (2000 census) per square mile.
3. Low Household Growth - Less than 4% increase in the number of households from 1990 to 2000.
4. Infrastructure Density - 8 miles or more of streets per square mile of community.
5. Modest New Housing - Average value of residential new construction 1994-2001 less than 1% of average value of all residential real estate.
6. Below Average Appreciation - Total assessed value of real estate increase 1990 - 2001 less than county median.

Sources:

First Suburbs Consortium website: <http://www.firstsuburbs.org/index.htm>

First Suburbs Development Council website: <http://www.fscdc.org>

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